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Upon the advice of the Industrial Section of the Russian 50X1-HUM Embassy at Budapest, the Ministry for Industry has decided to limit the production of trucks to two models, mass-produced,

Two large Hungarian plants have been commissioned with the manufacture of these trucks.

A) The Hungarian Car and Machine Building Plant: This factory turns out the RABA 3^{ton} and 3½-ton trucks.

The "RABA-Super" 3-ton model is equipped with a four-cylinder engine having a 95-mm bore (?) [sic] and a 115-mm stroke (?) [sic]; 2000 rpm, 55 HP; double rear wheels with rubber tires measuring 750 x 20.

The "RABA-Special" 3½-ton model has a four-cylinder engine with a 98-mm bore (?) [sic] and a 115-mm stroke (?) [sic]; 2000 rpm, 65 HP; double rear wheels with rubber tires measuring 825 x 20.

This type of engine is identical with the kind manufactured for the Hungarian Army prior to the last war, when it was likewise installed in the Army's "BOTOND" tractors. Currently the plant manufactures both trucks and tractors, but it has been impossible to ascertain in what quantities, as this information is being closely guarded. 50X1-HUM

The plant has experimented with six-cylinder engines for auto-busses, but these experiments have been forbidden by the Government in order to effect a concentration of all efforts on the production of motors and trucks as outlined in the above.

B) The MAVAG (Hungarian State Iron, Steel and Machine Building Plant), whose workshops are located at 21, Kosbanyai Street, Budapest, manufactures five-ton trucks of diesel engine construction in

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accordance with a pre-war Mercedes-Benz patent. The engines are of the six-cylinder type, 95 HP, 2000 rpm; the "CORD" tires used measure 975 x 20 or 1000 x 20 and are manufactured by the Hungarian Rubber Works.

Production Figures

A) The Hungarian Car and Machine Building Plant turned out 600 RABA trucks in 1948. For 1949 a production of 1500 RABA trucks is anticipated.

B) The MAVAG manufactured between 200 and 250 trucks in 1948. It is impossible to predict production figures for 1949.

(The reason for the MAVAG's output being smaller than that of the other factory is explained by the fact that the MAVAG also manufactured chassis for autobusses for the City of Budapest. In 1948, 120 such chassis were constructed. The diesel engines for these autobusses are built by the Lang Works, which also manufactures turbines for power plants.)